







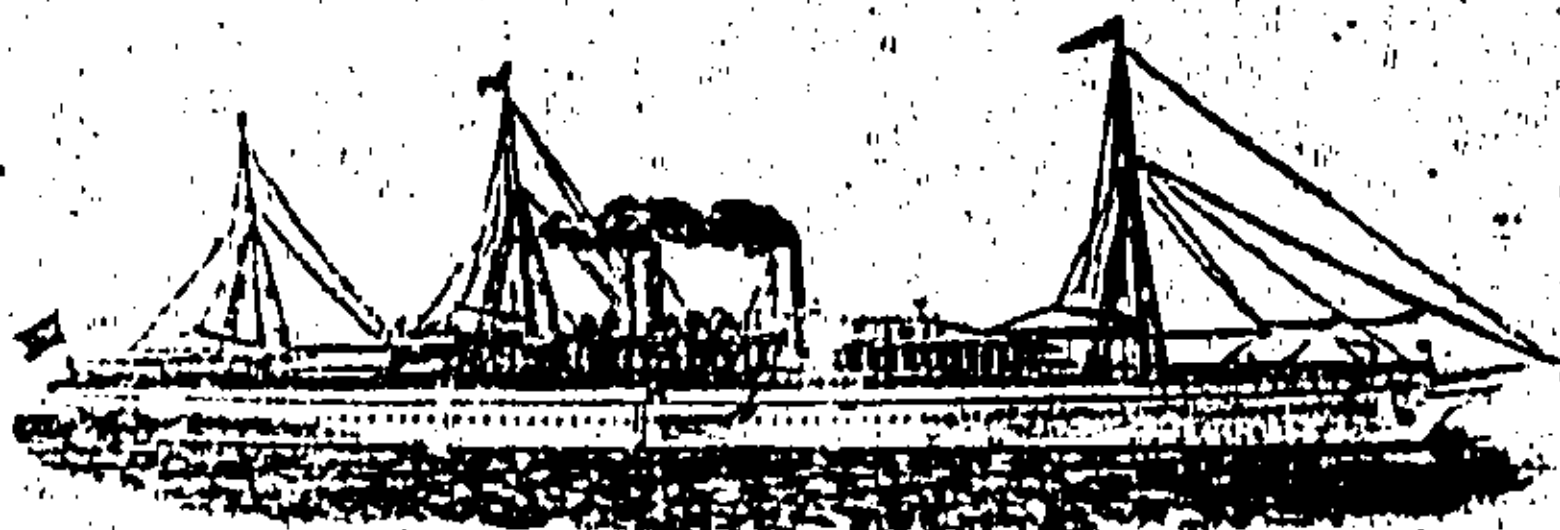






Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days VOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

Table with 4 columns: R.M.S., Tons, LEAVE HONGKONG, ARRIVE VANCOUVER. Rows include EMPRESS OF JAPAN, LENNOX, EMPRESS OF CHINA, MONTEAGLE, EMPRESS OF INDIA, and EMPRESS OF JAPAN.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION) SINGAPORE, PENANG & CALCUTTA, KUALA LUMPUR, TIENTSIN, SHANGHAI, YOKOHAMA, KORE, MANILA, CEBU, ILOILO, ZAMBOANGA, AUSTRALIAN STEAMERS, SHANGHAI STEAMERS.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION. KORE & YOKOHAMA, MANILA, SHANGHAI, SWATOW, WEIHAIWEI, CUEFOO & TIENTSIN, CEBU & ILOILO, MANILA, ZAMBOANGA and AUS., TRALIA.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 5 columns: Steamship, Tons, Captain, For, Sailing Date. Rows include RUBI and ZAFIRO.

SHEWAN TOMES & CO., GENERAL MANAGERS.

Shipping—Steamers.

HONGKONG, NEW YORK & BOSTON.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

S.S. "INDRAMAYO" On 19th September, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY. Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA KEELUNG, MOI, KOF, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

THE Company's Steamship "HAITAN".

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Steamship "JAPAN".

FOR SHANGHAI, YOKOHAMA AND KORE.

THE Steamship "FLINTSHIRE".

SHIRE LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "KWONG TUNG".

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Passage Fare—Single Journey.

THE Company's Wharf is situated in 1900 of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIU ON S.S. CO., LD.

Hongkong, 24th August, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THE Steamship "DELHI".

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 5th September, at Noon, taking Passengers and Cargo for the above Port in connection with the Company's S.S. Mongolia, to Colombo, to be secured before departure from Hongkong.

Intimations

SWATOW DRAWN WORK COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c.

all of the best quality.

ALSO SWATOW BEST PEWTERWARE.

CANTON EMBROIDERY AND CHINESE LACES.

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 10th October, 1907.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTLESS) FORM.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific spirit, and the most hidden secrets of the universe are being brought to light.

THERAPION.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific spirit, and the most hidden secrets of the universe are being brought to light.

THERAPION.

WEATHER-FORMERS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

- 1. A CONE point upwards indicates a Typhoon to the North of the Colony.
- 2. A CONE point upwards and DOWN below indicates a Typhoon to the North-East of the Colony.
- 3. A DEUM indicates a Typhoon to the East of the Colony.
- 4. A CONE point downwards and DEUM below indicates a Typhoon to the South-East of the Colony.
- 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
- 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
- 7. A BALL indicates a Typhoon to the West of the Colony.
- 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to ships leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being unopposed by night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, Stanley, Sai Kung, Cape Collinson, Sha Tau Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light.

F. G. Fido, Director.

SUNSTROKE.

The term "sunstroke" is used, somewhat indiscriminately, to include two classes of cases—namely, those of exhaustion and heat failure occurring under conditions of great heat, but often in the absence of direct sunlight, and, secondly, instances of persons being struck down by the effects of the intense heat and glare of exposure to the sun's rays.

In our own country people seem to forget that a heatstroke may occur apart from direct exposure to the heat of the sun. But it is really the humidity of the English climate, the suffocating sultriness of some days, that are the cause of most of the cases of heatstroke we hear about, and not the actual glare of the sun.

The treatment of heat-exhaustion needs to be prompt and to the point. Until a doctor arrives every effort must be made to prevent fatal heart failure by giving stimulants, and reducing the temperature of the patient's surroundings. The latter is no easy matter on a really hot day, but a reduction of temperature to the temperature of a room may be quickly obtained by a few large blocks of ice, and by protecting all windows from the outside heat by a sheet kept constantly wet with cold water.

True sunstroke is a much more serious and fatal affection than the condition just described, and it is rarely seen in England. A soldier on parade, or marching in the fierce glare of a tropical sun, may be struck down, become unconscious, and die within an hour. As a rule, the patient's temperature goes up rapidly, and frequently becomes higher than is ever recorded during the most violent cases, whilst in other acute diseases, such as pneumonia, scarlet fever, or typhoid fever, anything over 103 deg is considered high.

MAD WITH HUNGER.

CUTE SUFFERING OF A SHIPWRECKED CREW.

Particulars reached Queenstown yesterday (July 15), from Lyttelton, N.Z., of the landing of Capt. Noel and 21 members of the crew of the lost French barque President Edin Paulin, a vessel of 2,651 tons, who were rescued from Antipodes Island, south of New Zealand, by the British warship Pegasus.

They had lived on the island seven weeks, enduring great privation, after the loss of their vessel off the coast.

Capt. Noel, relating the story, stated that they were bound from Poulitout, New Caledonia, to Haïra, and during terrible weather the ship was driven on the rocky south of Antipodes Island, which rises from 500 to 1,000 feet out of the sea.

CLOTHES LOST.

The crew of 22 had to scramble into a boat to save their lives, and after a landing with no clothes save those they had on.

Happily for the shipwrecked mariners the New Zealand Government keep a quantity of provisions on the island, to be used in case of emergency, and the castaways were able to live on them. The supply, however, was becoming exhausted, as week succeeded week, and in prospect of rescue seemed likely, and the rations had to be reduced to such an extent that the men became ravenous for food, and gave up all hope of rescue.

Out of the wreckage washed ashore sails were obtained, and these were made into fish-hooks to catch fish.

Blades of primitive were fashioned into needles, haircombs were made from bush thorns, and altogether the men led a regular Crusoe life.

DESPAIRING MESSAGES ON BIRD'S BECK.

On several occasions messages written in pencil were fastened to the neck of an albatross, recounting loss of their ship, and their plight in the hope that the birds might be captured, and thus secure assistance for the castaways.

One of these messages was being written in which the men said all hope was abandoned, when the Pegasus was sighted and took off the crew, who were almost mad with hunger.



## Consignees.

100-443887-100



## Intimations.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUOR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Dozen \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

Per Dozen \$10.50

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 18th August, 1908.

## The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 24, 1908.

## THE PACIFIC SHIPPING TRADE.

It will be recalled that, on the 30th ult., Reuters announced that New York newspapers stated that, owing to new regulations of the Inter-State Commerce Commission, all the great railways, including the Canadian Pacific, had notified shippers that they were abandoning the export trade to the Orient and Australasia, and also practically abandoning the import trade. The newspapers anticipated that the steamship lines concerned would be sold. In a report dated the 12th inst. concerning the action of the railroad companies, Mr. Matsubara, Japanese Consul at Chicago, states that the railway companies in America having agreed, according to the regulations of the Inter-State Commission, to charge freight on goods exported to the Orient at the same rate as on domestic goods, excepting raw cotton, the majority of cargo destined for the Far East will naturally go via Sea. The railway companies regard the change as unavoidable and they are prepared to sacrifice the profit from the steamship services to the Orient conducted by them. This was the origin of the recent report that the railway companies had decided to abandon their steamship services on the Pacific. But the report does not represent the real intentions of the railway companies. The notice given by the railway companies that they will adopt new rates of freight on and after November 1st next, has necessitated the readjustment of the traffic business of the companies before that date. They have no intention whatever of abandoning the Oriental trade. The rates of freight have not yet been published, and it will be some time yet before publication takes place. The Japanese consular report, for which we are indebted to the columns of the *Japan Chronicle*, adds that the Union of Manufacturers in Chicago, fearing that the adoption of the new rates of freight from November 1st will greatly affect the trade with the Orient, has expressed itself in opposition to the proposal. In reply, the railway companies throw the responsibility for the alteration on the Inter-State Commission and add that the rates adopted as the result of the Commission's regulations of the trade with the Orient will eventually be carried on

mainly via Sea. The Chicago Union approached the Inter-State Commission and received a reply that the Commission would consider the matter after the Summer vacation. The Union of Manufacturers of the State of Illinois is also considering a remedy for the situation. On July 27th the Union addressed a reply to a representation on this question made by the Foreign Trade Society of Japan, in which it was stated that when the decision of the railway companies is found to injure the trade between Japan and America, some better arrangement will probably be made between the railway companies, shippers of cargo, and the Inter-State Commission.

## LOCAL AND GENERAL.

\* \* CANTON notes and other items of news will be found on page 7.

THE English mail of the 25th July was delivered in London on the 22nd inst.

MOST of the serious cases that came on for trial in the Police Court, this morning, were adjourned.

IT is stated that the construction of a light-house at the entrance to Kusan harbour, south-western Korea, has been started.

MR. CHARLES E. MAGNON, Provincial Governor of Cuba, has been ordered to return to Washington for the purpose of conferring with the authorities.

MR. LIN SIN-SEN, the comprador of the Banque de l'Indo-Chine at Hankow, has subscribed a sum of \$1,000 to relieve the sufferers of Huangchow.

MANY arrests have been made at Springfield, Illinois, in connection with the outbreak between whites and negroes. The trials will take place before a special grand jury.

A MESSAGE from Taipei, capital of Shaotong, says that, owing to the abnormal rains of the past weeks, the Hungshan colliery is flooded; and that about thirty miners have lost their lives.

MESSERS. SHAW, TOMES & CO., local agents for Messrs. James Watson & Co., Ltd., distillers, of Dundee, are issuing a very fine desk blotter with a desk prompter, and advising that it is a famous Scotch whisky.

THREE coolies were charged in the Police Court, this morning, with being found in the servants' quarters of 2, East Avenue, Kowloon, yesterday, without the permission of the occupier—Mr. E. R. Miller. They were each fined \$4.

COUNT Komura, who is on his way from London to take up the post of Minister of Foreign Affairs in Tokyo, arrived at Mukden on 18th inst., and will stay there for two days. He has received a cordial welcome from Viceroy Hau Shih-ch'ang.

THE *Kung-Han Jih-Pao*, a native newspaper published in Hankow, has been suspended by the Inspector of the Hupoh Provincial Police, by order of the Hukwang Viceroy, for having reproduced certain articles written by K'ang Yu-wei and Liang Chich'ao.

TWO Japanese torpedo-boats arrived at Chemulpo on the 17th inst. to co-operate with the torpedo gunboat *Chikuzen* in the suppression of pirates in north-western Korea. The armoured cruiser *Ibama* also left Kure on 17th inst. to assist in the work of suppression.

THE *Hankow Daily News* is informed that the response to the invitation for tenders for construction material for the Hupoh section of the Canton-Hankow railway was most satisfactory in view of the fact that sufficient time could not be allowed to communicate with Europe in order to give the autumn working season. Six well-considered tenders were received.

TWO police arrested two more men yesterday for "stealing hair ornaments from women." The accused were: Wong Kwok Hok, a coolie, of Yueh San Lane, and Chin Sirp, an unemployed shoemaker, residing at 13, Salt Fish Lane. On Saturday afternoon, it was stated, Wong got away with a gold ear-pick, valued at \$6, which he snatched from a woman's head on the Praya Central. Chan was alleged to have played a similar trick in Queen's Road yesterday. The ear-picks were handed over to confederates, who escaped. Both cases were remanded.

FROM a report which has reached it it would appear that there was a free fight at Quarry Bay yesterday between a number of coolies and some Indians. One of the coolies—Ho Lin—who is accused of stealing two brass bushes, valued at \$22, the property of Messrs. Butler and Swire, is a patient in hospital. We gather from the report that when Ho Lin was leaving the shipyard he was searched and the two brass bushes found in his possession. The Indian watchman was removing him to the lock-up when a number of other coolies came to Ho's assistance. A fight followed, during which Ho was injured. The struggle was ultimately stopped and Ho was taken to the hospital. The case was called on at the Police Court, to-day, and remanded.

A MEETING of the Justices of the Peace was held at the Magistracy, this afternoon, to consider an application from one Ho Fan for an adjutant licence to sell by retail intoxicating liquors of the premises Nos. 465, 467, 470 and 472, Queen's Road West, under the sign of "The Pau Hing Hotel." Mr. J. H. Kemp, President. The other J.P.s present were: Capt. Superintendent of Police; Bideley, Messrs. J. H. Wood, F. Smyth, E. A. Ram, H. W. Bird, W. H. Davis and W. H. Potts. Mr. D. V. Stevenson, of Messrs. Deacons, Looker and Deacon, appeared for the applicant. There was no police objection, and the application was granted. Mr. Bideley and Mr. Wood objected to the application, being justified, however, by the fact that the premises were in the

## The Motor Car Incident.

## SCENE OUTSIDE THE CEMETERY.

## AMUSING EVIDENCE IN COURT.

The charges brought against Mr. S. A. Marican, proprietor of the Dragon Cycle-Depot, by a ricksha puller for recklessly driving a motor car along Wong-nel-chong Road on the 18th inst. and doing damage to the ricksha to the extent of \$1.50; and that brought by Mr. S. Swart, of Messrs. Schmidt and Company, for driving in a furious manner to the common danger of pedestrians, were heard by Mr. J. R. Wood, in the Police Court, this afternoon. Marican also issued a counter-charge against Mr. Swart for assault and using abusive language.

MR. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for Mr. Marican. Mr. Swart appeared in person.

Asked as to whether he assaulted the complainant, Mr. Swart said, "No." Asked as to whether he used insulting language, he replied: "Yes. I called him a fool and a silly ass!" (laughter).

The evidence which was given by the ricksha coolie at the last hearing to the effect that Mr. Marican's car collided with his ricksha, doing certain damage, was read to Mr. Grist, who then cross-examined the coolie.

"How far away was the motor when you first saw it?" asked the solicitor.

"I did not notice it until it ran into me," replied the coolie.

Did you hear the horn sounding?—No.

Just before the collision your fare was leaving the cemetery?—Yes.

And at that time you rushed across the road?—No.

What were you doing?—My ricksha was stationary at the side of the road.

Were you in the shaft?—Yes.

And the shafts were up from the ground?—No. I was not holding the shafts.

What were you doing then?—I was standing up.

You were then in the act of taking your ricksha to your fare?—No, I had not yet seen my fare.

But you said so just now?—No.

Mr. Grist proceeded to argue that the witness had already said that he had seen his fare before the collision.

Mr. Swart—Let the witness speak for himself, please.

The Court—All right, Mr. Swart.

Mr. Grist, proceeding—In what position was your ricksha?—Facing Wanchai.

Against the wall?—Yes.

The Court—Was there room for anyone to walk between your ricksha and the wall?—No.

Mr. Grist—You were all taken down to No. 2 Police Station, weren't you?—Yes.

And you refused to make any charge?—I wanted compensation.

What was the value of the damage?—\$2.50, the estimate of the ricksha, foreman.

Mr. Swart then proceeded to question the witness, as follows:—At the time the car collided with your ricksha was anyone entering your ricksha?—No. The smash had already taken place.

The Court—Was the lamp car you were driving last night?

Mr. Marican—Yes.

Mr. Swart's evidence given last time was read. It was in effect that defendant's motor car was driven recklessly on that afternoon. When the collision took place, he (defendant) was still laughing.

"You were coming out of the cemetery at the time?" he asked.

Mr. Swart replied, "Yes."

"Did you hear his horn?"—Yes.

Add then?—I heard an awful smash.

There was a lot of ricksha there?—Yes, plenty.

There were all over the street?—I beg your pardon. They were at the side of the road.

This motor, did she pull up?—She did not until he got among the rickshas. She nearly turned turtle.

In her endeavour to pull up?—Holy Moses, why did she not pull up before (laughter)?

When the motor was stopped it was facing the race-course?—Yes.

Right across the road?—Yes.

Mr. O. Wagner, of Messrs. Gaupp and Company, spoke to being jammed between the motor car and the ricksha on that afternoon.

Mr. Grist submitted that there was no case. It was the duty of people to get out of the way. If not it was the duty of the driver to get out of their way. In this case there was a number of rickshas in the road. The defendant's car was not in the road and as no notice was taken and a collision seemed inevitable he did his best to do as little damage as was possible. Defendant put on all his brakes and tried to avoid any damage. He did all in his power.

The Court—Except go slow.

Mr. Grist—He was going only eight miles an hour. A motor car, your Worship, is always under control, and a car going at that rate can be pulled up in twelve paces.

Mr. Marican—Three paces.

Mr. Grist continued to remark that his client was driving in a reasonable manner.

Mr. Wood observed that a person driving fast up to a funeral was not driving reasonably.

Mr. Grist—Purely a matter of sentiment.

Mr. Marican was then called. He stated that he was a skilled mechanic. On the day in question he was driving a 54 horse power motor car from the Happy Retreat to the Golf Club. The car, at full speed, was capable of going fifteen to eighteen miles per hour. At the time he was going at the rate of eight miles. When he first saw the ricksha, he was driving at the rate of eight miles. He was passing the Prince Cemetery. He noticed his horn from there, all the way until within six yards of the ricksha. By the time the speed of the car had been reduced to a walking pace, when he found that he could not get through he put on the brakes and swung the car round. Witness had driven a car for about three years. He was a skilled driver, and an engineer of motor cars.

The Court—Have you a certificate?

Witness—It was not needed.

You were driving out yesterday? What pace were you going, round the race-course?—About twelve miles. In how many paces could you pull up going at that pace?—3 to 4 yards.

At eight miles?—14 yards.

At four miles?—21 yards.

Then when you came up to this crowd you ought to have been able to pull up in a yard and a half?—Yes.

Then why was it necessary for you to leave the straight line to pull up?—To save hitting a ricksha in front of me.

When you were six feet off this ricksha you could as a matter of fact pull up?—I waited for the ricksha to get out of the way.

You could, could you not? I could.

Why didn't you pull up?—I expected the ricksha to move.

How far off were you from that ricksha when you made a turn?—About two yards.

Then you could have pulled up?—To save hitting anyone I swung into the wall.

When did you put your brakes on full?—Two yards off the ricksha.

After putting on the brakes how far did your car travel?—About a yard and a half.

How do you estimate speed?—I have first, second and third gear. I estimate the speed according to how I use these gears.

Mr. Swart—Have you been in the Police Court before on similar charges?—No. I once killed a man with a big car. There was no charge.

Why didn't you stop before the collision?—I expect everybody to get out of my way.

Mr. Grist called the attention of the Court to the fact that at the time of the collision there was no fog; it only the mourners were leaving the cemetery.

That concluded the evidence.

The Court—Did you pay the coolie compensation?

Mr. Marican—Yes.

Have you paid him?—No.

Is he refused compensation?—No; I have not.

His Worship found the charge of negligent driving proved.

Mr. Grist—I would ask your Worship to state a case.

His Worship—I shall certainly state a case on the point. But you must make your application in writing within seven days.

On the first charge Mr. Marican was fined \$5 and ordered to pay the coolie \$5.50 compensation. The second charge was dismissed. The counter-charge was then taken. Mr. Swart, asked if he shook his fist at complainant, replied that he might have when complainant placed his dirty finger on his white suit.

Mr. Marican said that, after the collision, Mr. Swart seized hold of him, swung him round, and raising his fist called complainant a blackguard, a black fool, etc., etc.

Mr. Swart—You are a liar.

Complainant, proceeding, said that the defendant said he was not capable to drive a car, and stopped complainant from turning the car round.

## CORRESPONDENCE.

## AFRICANS WHO SNEEZE.

## TO THE EDITOR OF THE HONGKONG TELEGRAPH.

DEAR SIR,—I was somewhat astounded to learn in your issue of the 7th August that "Africans" do not sneeze. Having spent many years in Africa, I am in a position to assure you that the white Africans can sneeze quite cheerfully and as for the blacks, and especially the Zulus, they take so much snuff-taking, being a national habit—that one could almost say sneezing was a pastime among them—I am, etc.

Yours faithfully,  
CHAS. 17th August.

THE following is the programme of the 1st of the 100th anniversary of the City of London, to be held in the City Hall in the first week of September—(Times, U.S. 17th August, 1908).

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